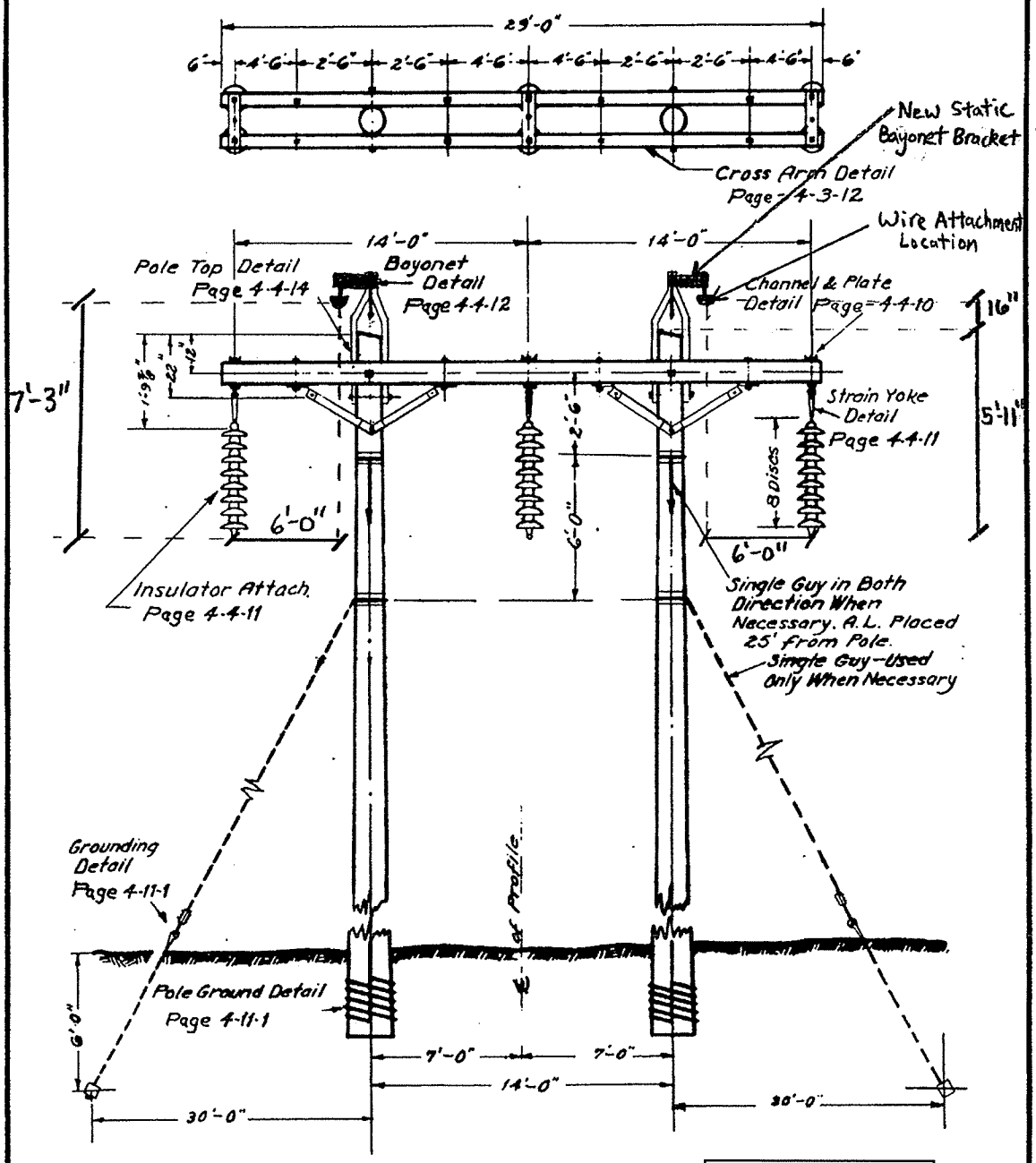
Table 1
Crossing Licenses
For Existing C-129 Line

Town	Water Body	Structures	NHPUC Order Number	Current Petition Appendix
Nottingham				
	Bean River	21 to 22	Not Previously Licensed	A
	North River	47 to 53	Not Previously Licensed	B
	Little River	77 to 79	Not Previously Licensed	C
Barrington				
	Oyster River	104 to 105	Not Previously Licensed	D
	Bellamy River	148 to 149	Not Previously Licensed	E
Rochester				
	Isinglass River	208 to 211	Not Previously Licensed	F

4-21-13

TYPE D STRUCTURE

HIGHWAY & RAILROAD CROSSINGS



For Method of Pole Guying See Page 4-10-15
For Method of Pole & Guy Grounding See Page 4-11-2

FIGURE 1

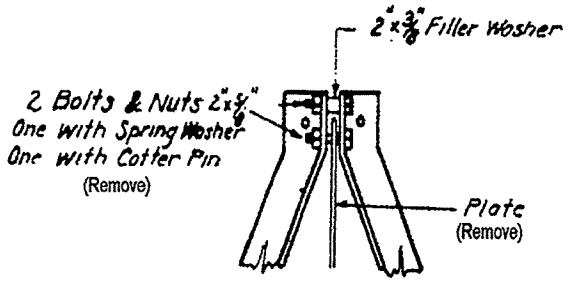
PUBLIC SERVICE Company of New Hampshire

115 KV TRANSMISSION STANDARDS

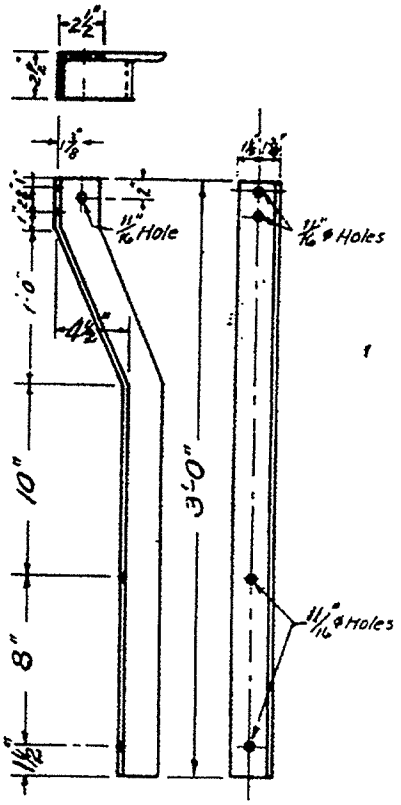
ISSUE	DATE
ORIGINAL	

4-4-12

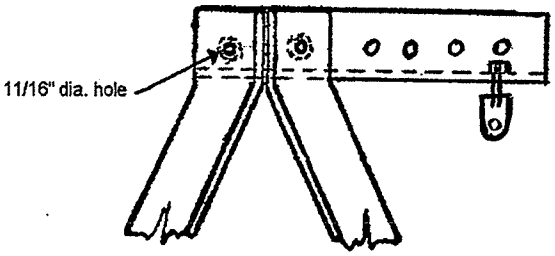
BAYONET DETAILS



TOP ASSEMBLY OF BAYONET



DETAIL OF BAYONET ANGLES 2½"x2½"x¼"
1 REQUIRED AS SHOWN
1 OPPOSITE HAND



TOP ASSEMBLY OF BAYONET With New Bracket

FIGURE 1A

PUBLIC SERVICE Company of New Hampshire	115 KV TRANSMISSION STANDARDS	ISSUE	DATE
		ORIGINAL	

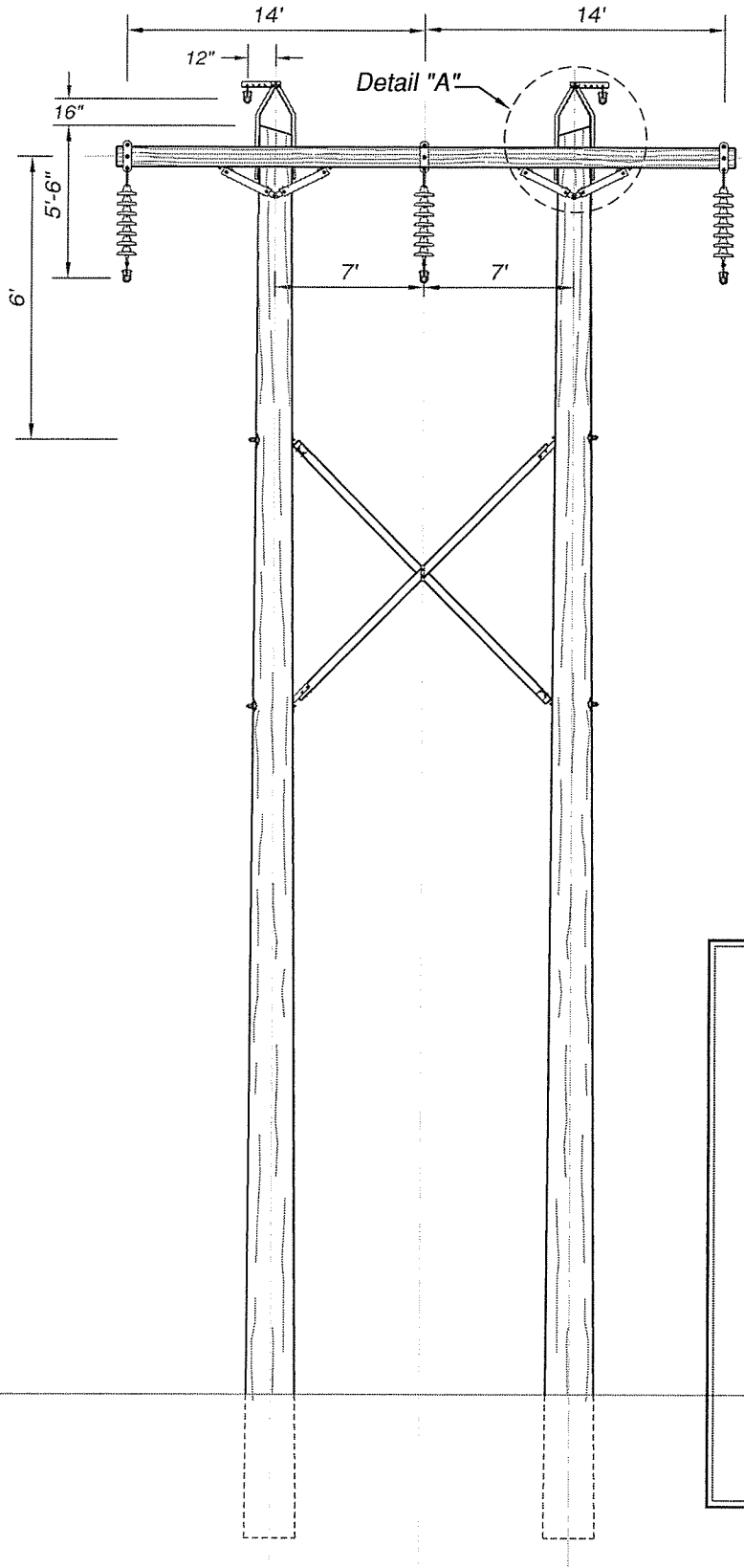
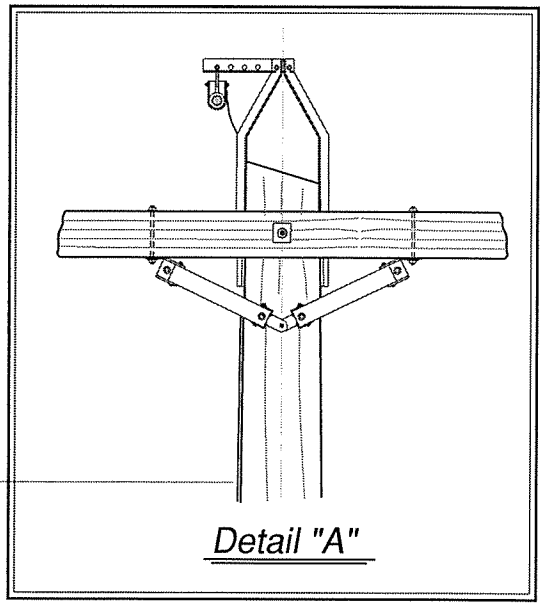


FIGURE 2



Public Service of New Hampshire
A Northeast Utilities Company

C129 Line
115 Kv Type A Tangent
Round Wood Poles

Transmission Business

DRAWN	DATE
WNT	2/14/2011
APPROVED	DRAWING NO
	C129-A

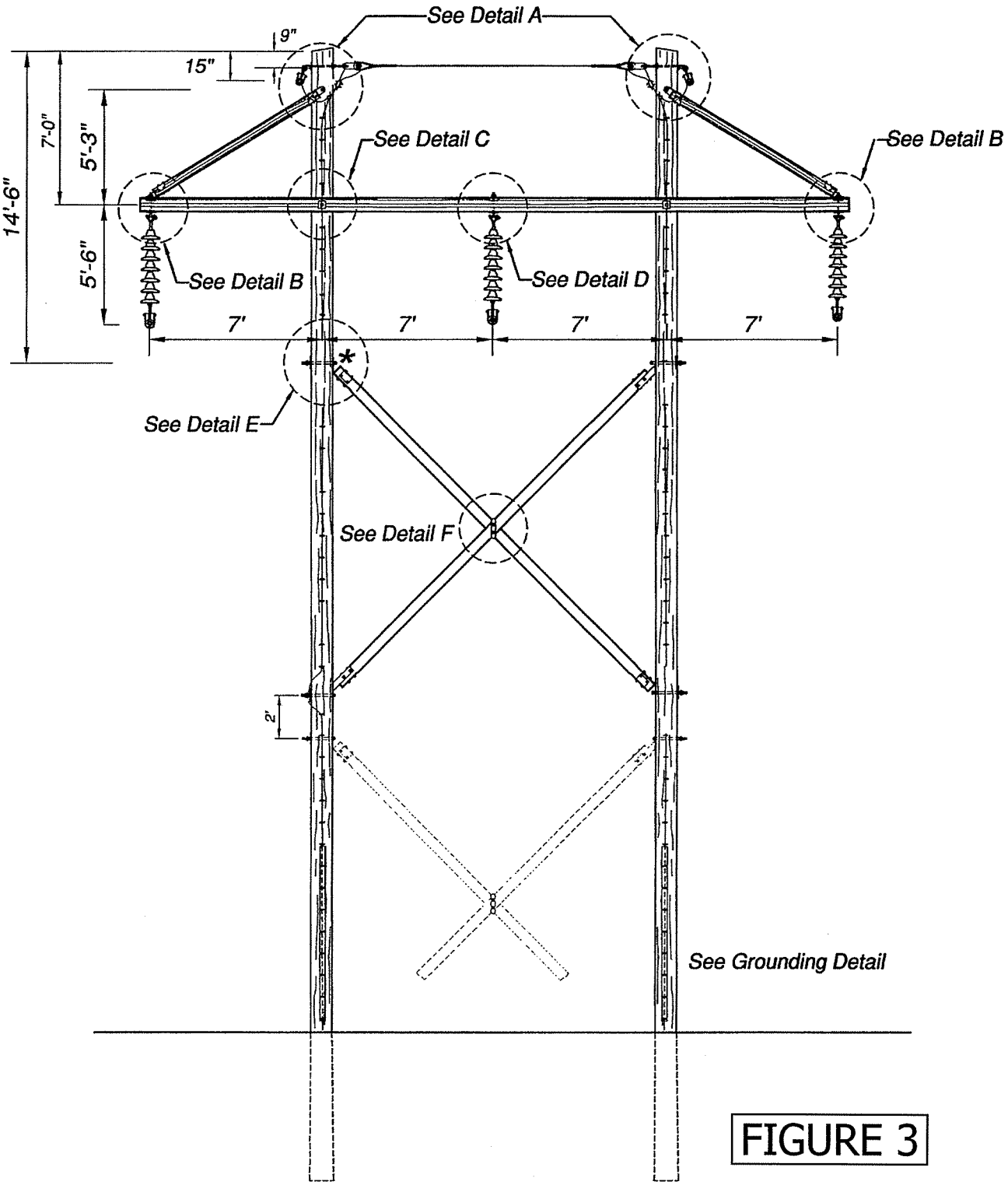


FIGURE 3

* NOTE:
If 85 feet or taller attach second set of X-Braces 2 feet below bottom of top set.

Public Service of New Hampshire
A Northeast Utilities Company

C129 Line
115 Kv Type RAX Tangent
Round Wood Poles

Transmission Business

DRAWN	DATE
WNT	2/14/2011
APPROVED	DRAWING NO.
	C129-RAX

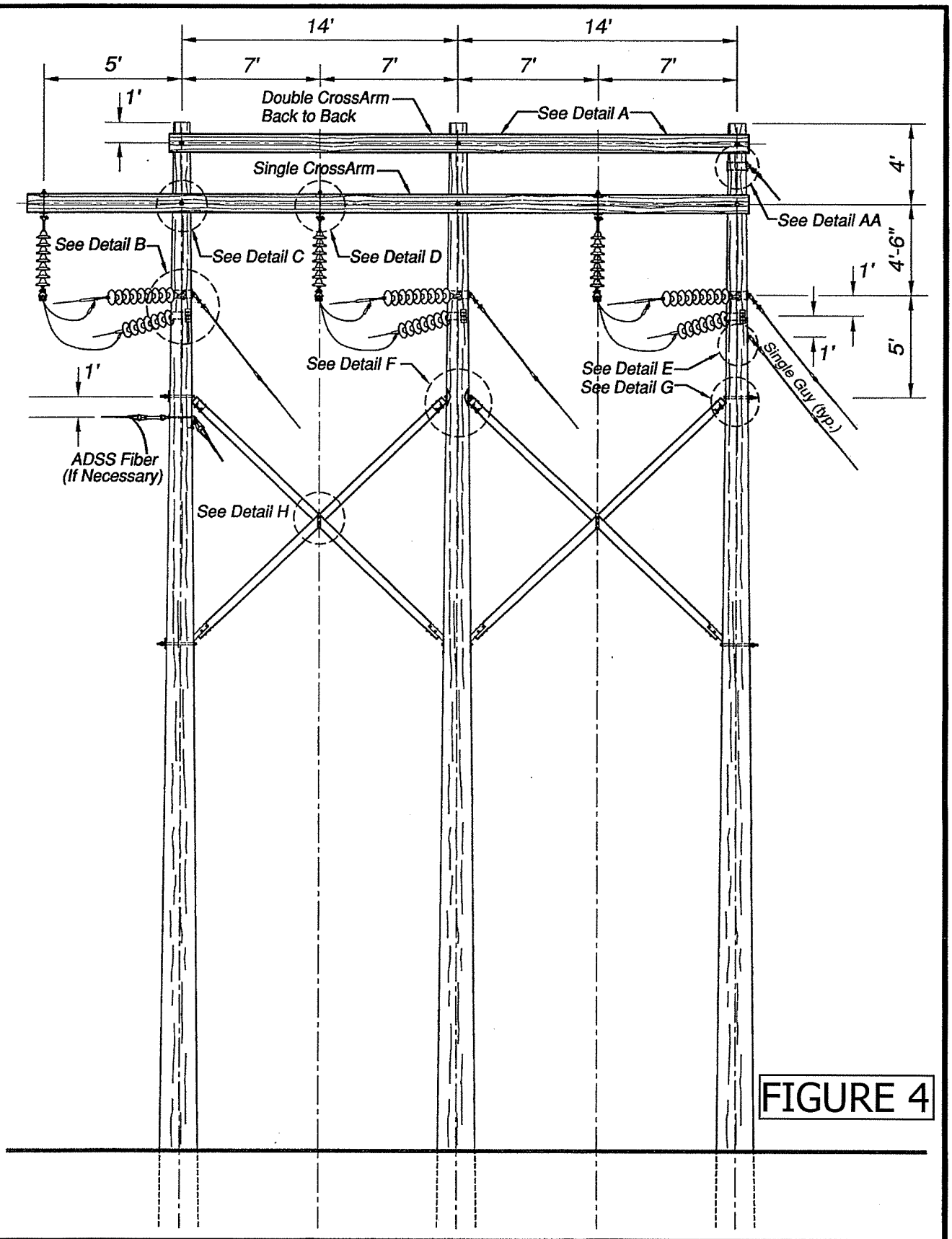
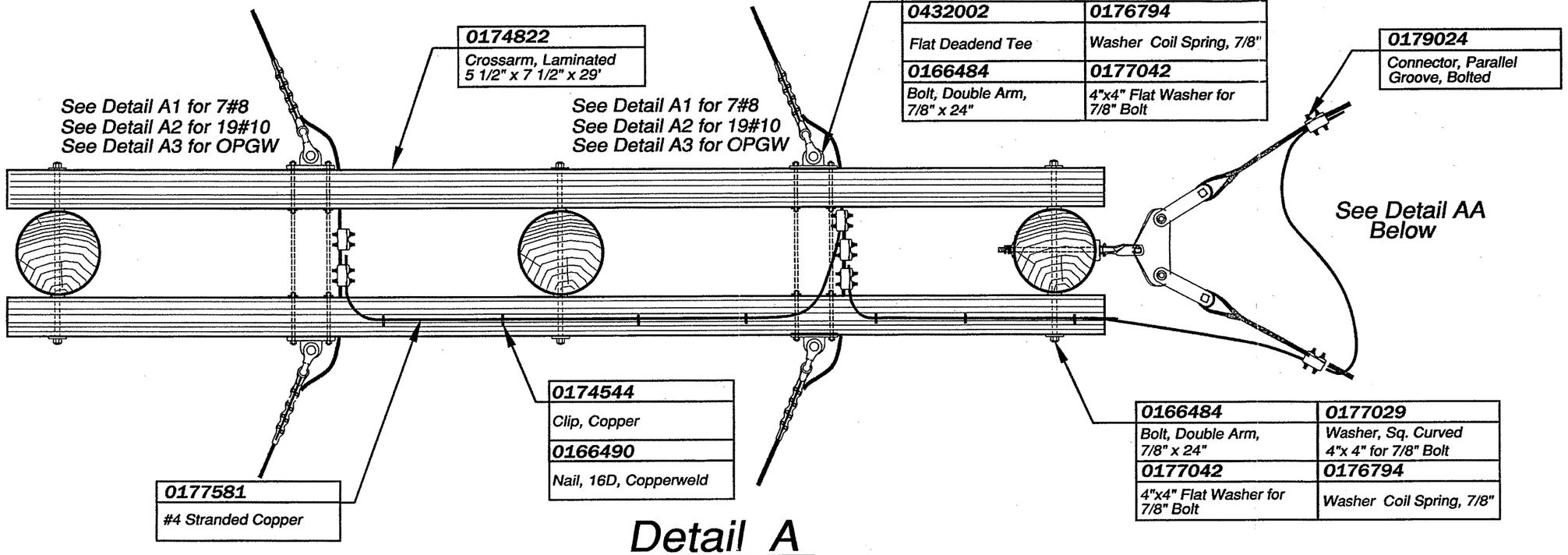


FIGURE 4

Public Service of New Hampshire A Northeast Utilities Company	**C129 Line** **115 Kv Type DA** **Round Wood Poles**	Transmission Business
		DRAWN: WNT
		DATE: 2/14/2011
		APPROVED:
		DRAWING NO.: C129-DA



0174822
Crossarm, Laminated 5 1/2" x 7 1/2" x 29'

Deadend Tee Assembly	
0432002	0176794
Flat Deadend Tee	Washer Coil Spring, 7/8"
0166484	0177042
Bolt, Double Arm, 7/8" x 24"	4"x4" Flat Washer for 7/8" Bolt

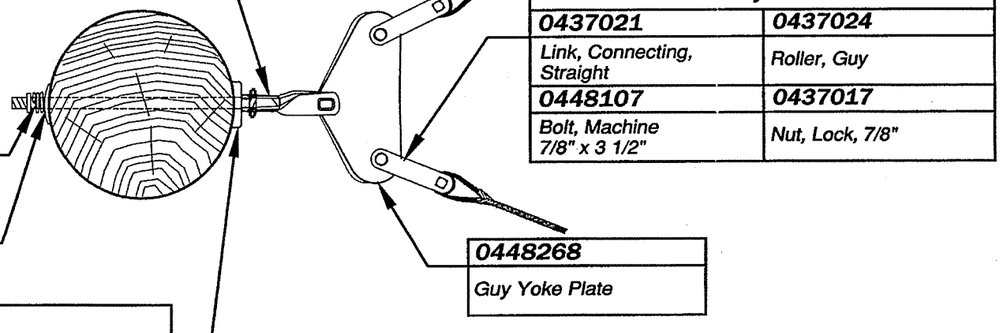
0179024
Connector, Parallel Groove, Bolted

0177581
#4 Stranded Copper

0174544
Clip, Copper
0166490
Nail, 16D, Copperweld

0166484	0177029
Bolt, Double Arm, 7/8" x 24"	Washer, Sq. Curved 4"x 4" for 7/8" Bolt
0177042	0176794
4"x4" Flat Washer for 7/8" Bolt	Washer Coil Spring, 7/8"

Detail A



0448108	0448107
Twisted Link, 90 Deg.	Bolt, Machine 7/8" x 3 1/2"
	0437017
	Nut, Lock, 7/8"

0179512
Guy Grip Preform

Roller Link Assembly	
0437021	0437024
Link, Connecting, Straight	Roller, Guy
0448107	0437017
Bolt, Machine 7/8" x 3 1/2"	Nut, Lock, 7/8"

0176794
Washer, Coil Spring, 7/8"

0177029
Washer, Sq. Curved 4"x 4"

0448268
Guy Yoke Plate

Deadend Tee Assembly	
0448109	0176794
Curved Deadend Tee	Washer Coil Spring, 7/8"
0174381	
7/8" x 16" Bolt	

Detail AA

FIGURE 4A

Public Service of New Hampshire
A Northeast Utilities Company

115 Kv Type DA
Detail A
Static Attachment & Guying
Round Wood Poles

Transmission Business

DRAWN	DATE
WNT	8/2/2010
APPROVED	DRAWING NO.
	DA-2

TYPE A
TANGENT STRUCTURE

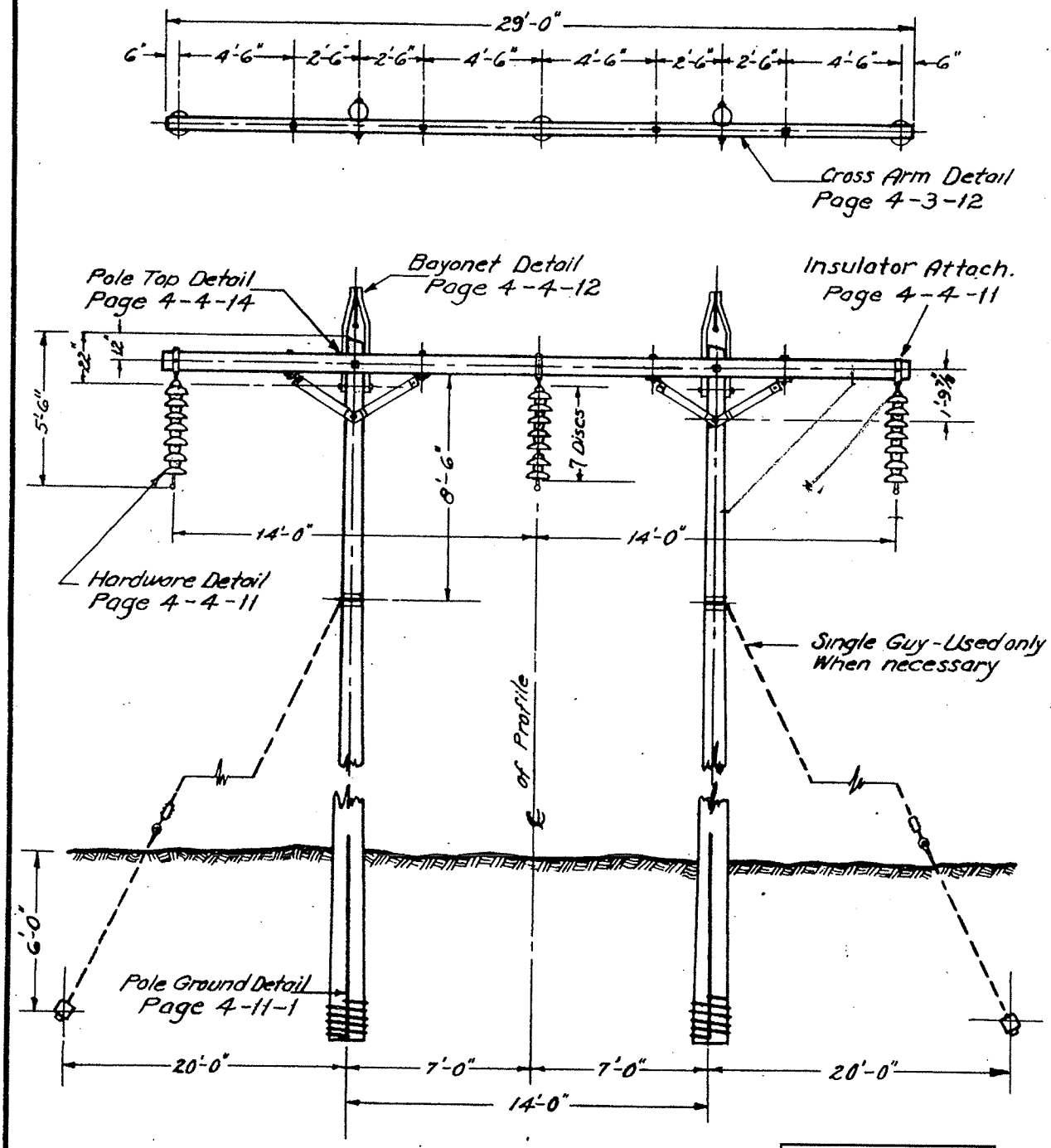


FIGURE 5

PUBLIC SERVICE Company of New Hampshire	115 KV TRANSMISSION STANDARDS	ISSUE	DATE
		ORIGINAL	

APPENDIX A
C-129
BEAN RIVER
NOTTINGHAM, NH

1. The location of this crossing is shown on the attached location map marked as Exhibit 1.

2. The design and proposed construction of this crossing is shown on the attached PSNH Transmission Drawing entitled "C129 LINE (115 KV), BETWEEN STRUCTURES 21 & 22, BEAN RIVER WATER CROSSING NOTTINGHAM, NEW HAMPSHIRE" (Drawing No. 7649-607) marked as Exhibit 2.

3. Line C-129 will cross the Bean River on Type A, H-Frame, 1-55' and 1-60' (West) and 2-60' (East), wood tangent structures with a span of 495'. A detail drawing of these structures has been provided with the petition as FIGURE 2. As shown in FIGURE 2, the phase wires are spaced 14' horizontally. The static wire is carried on the structure above the phase wires by two support brackets approximately 6'-10" vertically and 6'-0" horizontally to the closest phase wire.

4. Flood water elevations for the Bean River were based on information contained in flood insurance rate maps (FIRM) and studies provided by FEMA. The FIRM number for the Bean River is 33015C0095E with an effective date of May 17, 2005. The panel number for this FIRM is 0095E. The flood insurance study number for this River is 33015CV001A and 33015CV002A. The 100-year flood elevation for this portion of the River is approximately 269'. No information was available for the 10-year flood elevation for this portion of the River. However, it should be noted that the 100-year elevation, which these lines were designed to safely exceed, would be well above the 10-year flood elevation. The area of the crossing, as required by the NESC (Table 232-1.7, Note 19), is approximately 15.2 acres. This is based on the total area of the River for a 1-mile stretch in either direction of the crossing (125' x 5,280')/43,560 sf/ac = 15.2). As stated in paragraph 9 of the petition, the minimum required 115 kV conductor clearances for water surface area less than 20 acres is 22.1'.

5. The sags and clearances to the water surface during a 100-year flood event for this crossing are as follows;

- 19#10 Static wire – Due to the fact that the static wire is located above the phase wires, its clearance to the water surface will always exceed the minimum required NESC distance.

- NESC Heavy Loading - The maximum conductor sag for this weather case will be 8.4' with a clearance to the water surface of 32.9'.

- 285 degrees F – Max operating temperature (Phase wires) based on PSNH transmission standards - The maximum conductor sag for this weather case will be approximately 14' with a clearance to the water surface of 27.3'. This condition produces the greatest sag in the phase wires and therefore the minimum clearance to the water surface. This design will exceed the minimum clearance requirement of 22.1' by 5.2' under temporary emergency conditions during a 100-yr storm event.

- Minimum phase to static clearance – Based on Section 235.C.2.a.1 and Table 235-6 section 2.a of the NESC, the minimum clearance required is 57.3", or approximately 4.8' [29" + (120.8 kV-50 kV) x 0.4"]. Due to the fact that the minimum distance the static wire can hang to the closest phase wire is 6'-0", based on FIGURE 2, the C-129 will always meet minimum phase to static clearances in any weather condition.

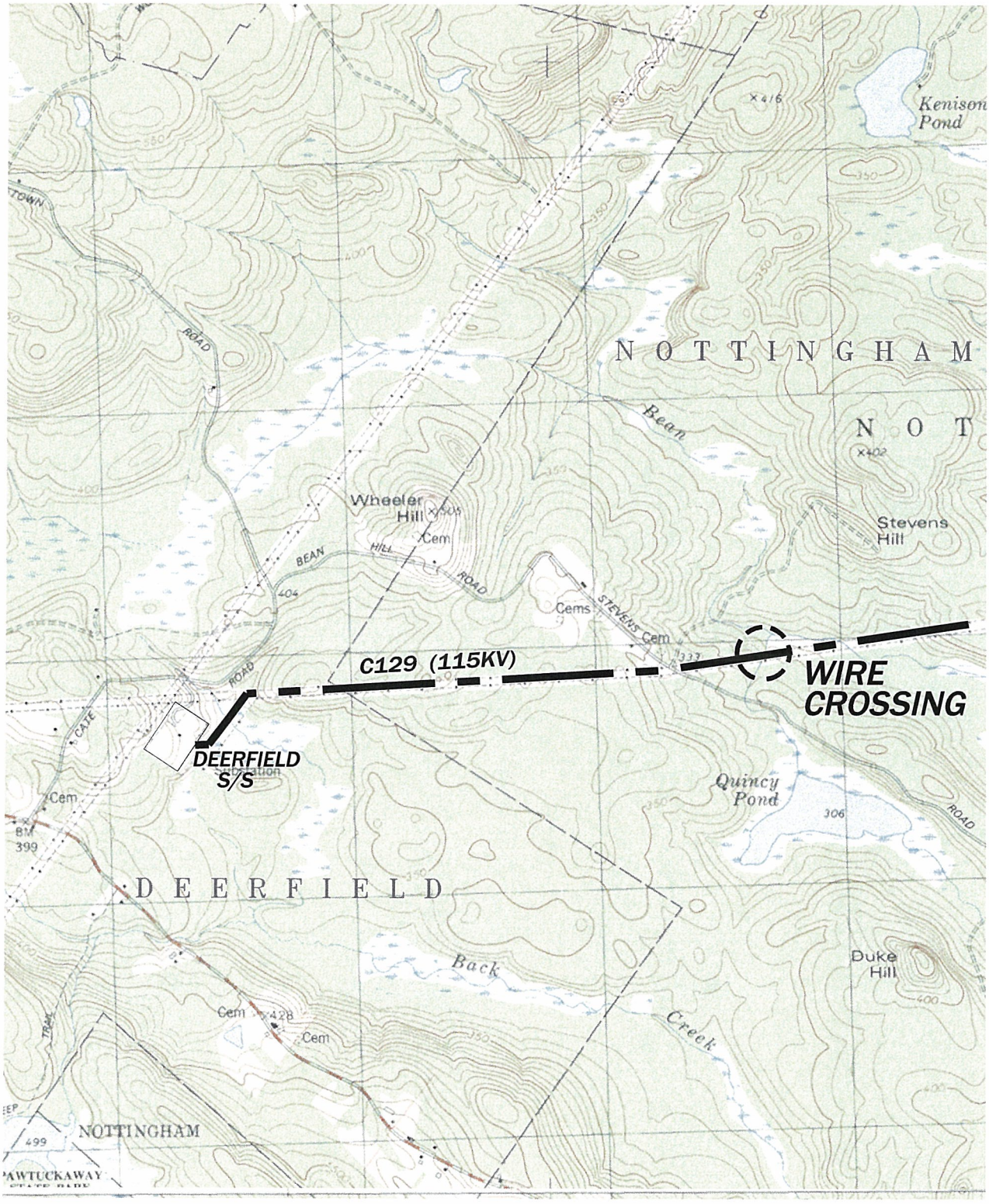


EXHIBIT 1

NO.	REVISION	DATE	DRWN	CHCK	APPR

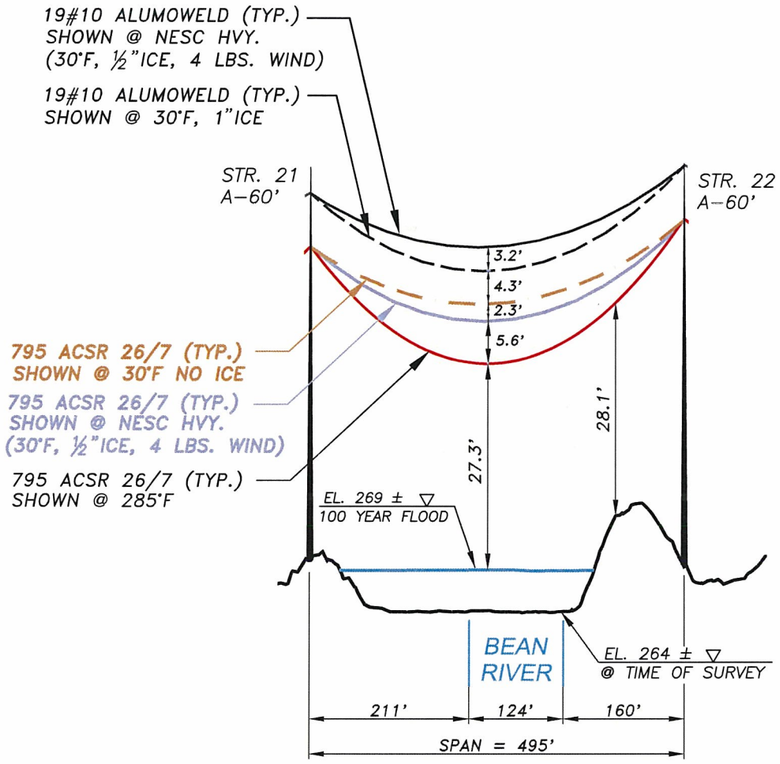
DRAWN: WNT
DESIGNED: MTM
CHECKED: MTM
APPROVED: X

Public Service of New Hampshire — Transmission Business

LOCATION PLAN
C129 LINE (115 KV)
BEAN RIVER WATER CROSSING
NOTTINGHAM, NEW HAMPSHIRE

SCALE	DATE	SHEET	DRAWING NO.
1"=2000'	2/14/2011	2 OF 2	D-7649-607A

THIS PLAN IS FOR REFERENCE ONLY. NO REPRESENTATION OR WARRANTY IS MADE AS TO LOCATION OF BOUNDARIES OR OTHER POINTS OF REFERENCE

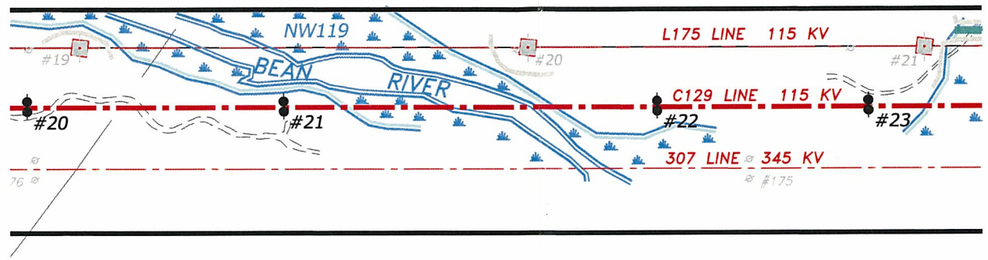


PROFILE

SCALE: 1"=200' HORIZ.
20' VERT.

47–4

FERNALD (MULLIGAN FOREST)



47–3

LOAN OAK REALTY TRUST

PLAN VIEW

SCALE: 1"=200'

EXHIBIT 2

NO.	REVISION	DATE	DRWN	CHCK	APPR

Public Service of New Hampshire

Transmission Business

DRAWN	WNT
DESIGNED	MTM
CHECKED	MTM
APPROVED	X

C129 LINE (115 KV)
BETWEEN STRUCTURES 21 & 22
BEAN RIVER WATER CROSSING
NOTTINGHAM, NEW HAMPSHIRE

SCALE	DATE	SHEET	DRAWING NO.
1"=200'	2/11/2011	1 OF 2	D–7649–607

APPENDIX B

C-129
NORTH RIVER
NOTTINGHAM, NH

1. The location of this crossing is shown on the attached location map marked as Exhibit 3.

2. The design and proposed construction of this crossing is shown on the attached PSNH Transmission Drawing entitled "C129 LINE (115 KV), BETWEEN STRUCTURES 47 & 53, NORTH RIVER WATER CROSSING, NOTTINGHAM, NEW HAMPSHIRE" (Drawing No. 7649-608) marked as Exhibit 4.

3. Line C-129 will cross the North River on two, 90' Type RAX tangent structures. The span length between the two structures is 800'. A detail drawing of these structures has been provided with the petition as FIGURE 3. As shown in FIGURE 3, the phase wires are spaced 14' horizontally. The static wire is carried on the structure above the phase wires approximately 10'-9" vertically and 6'-0" horizontally to the closest phase wire. Additional structures that are located in the wetland and on the plan and profile are Types D and A structures. As seen in FIGURE 1, the phase wires on a Type D structure are spaced 14' horizontally. The static wire is carried on the structure above the phase wires by two support brackets approximately 7'-3" vertically and 6-0" horizontally to the closest phase wire. As shown on FIGURE 2, the phase wires on a Type A structure are spaced 14' horizontally. The static wire is carried on the structure above the phase wires by two support brackets approximately 6'-10" vertically and 6'-0" horizontally to the closest phase wire.

4. Flood water elevations for the North River were based on information contained in flood insurance rate maps (FIRM) and studies provided by FEMA. The FIRM number for the North River is 33015C0115E with an effective date of May 17, 2005. The panel number for this FIRM is 0115E. The flood insurance study number for this River is 33015CV001A and 33015CV002A. The 100-year flood elevation for this portion of the River is approximately 240'. No information was available for the 10-year flood elevation for this portion of the River. However, it should be noted that the 100-year elevation, which these lines were designed to safely exceed, would be well above the 10-year flood elevation. The portion of the River, at the location of this crossing, is not suitable for sail boating as defined by the NESC for the following reasons: Under normal flow conditions the channel depth of the River is approximately one foot deep. To the south, the River is impounded by a box culvert at Route 152 at an elevation of 240' to the top of the culvert. Under flood conditions no vessel would be able to pass through the culvert as it would be flowing full (elev. 240-ft). This culvert is located 211 ft to the West of the crossing. To the north and east of the crossing the River splits and is again culverted at Freeman Hall and Priest Roads. At Freeman Hall Road, located outside of the flood zone and a much higher elevation (299-ft) no sailboat would be able to reach the impoundment. As this is the beginning of the River, FEMA clearly states that this

section would not flow outside of its banks and would have a depth of 1-ft during a 100 year flood. The clearance of a boat under flood conditions through the Priest Road culvert would be 4' (elev. 244-ft) and not suitable for a sail boat. These obstructions are located 1.10 miles and .5 miles respectively from the location of the crossing. In between these obstructions is a delineated wetland area. This area has no access roads or boat ramps to launch a sailboat. Natural wetland vegetation, including grasses and shrubs greater that 4-ft tall, would prevent free navigation of the wetlands under flood conditions through this area. Due to the two obstructions and lack of access in between, PSNH has concluded that this area of the River is not suitable for sail boating. As stated in paragraph 9 of the petition, the minimum required 115 kV conductor clearances for waters unsuitable for sail boating is 18.6'.

5. The sags and clearances to the water surface during a 100-year flood event for this crossing are as follows;

- 19#10 Static wire – Due to the fact that the static wire is located above the phase wires, its clearance to the water surface will always exceed the minimum required NESC distance.

- NESC Heavy Loading - The maximum conductor sag for this weather case will be 24.4' with a clearance to the water surface of 32.5'.

- 285 degrees F – Max operating temperature (Phase wires) based on PSNH transmission standards - The maximum conductor sag for this weather case will be approximately 38' with a clearance to the water surface of 18.9'. This condition produces the greatest sag in the phase wires and therefore the minimum clearance to the water surface. This design will exceed the minimum clearance requirement of 18.6' by 0.3' under temporary emergency conditions during a 100-yr storm event.

- Minimum phase to static clearance – Minimum phase to static clearance – Based on Section 235.C.2.a.1 and Table 235-6 section 2.a of the NESC, the minimum clearance required is 57.3", or approximately 4.8' [29" + (120.8 kV-50 kV) x 0.4"]. Due to the fact that the minimum distance the static wire can hang to the closest phase wire is 6'-0", based on FIGURE 3, the C-129 will always meet minimum phase to static clearances in any weather condition.

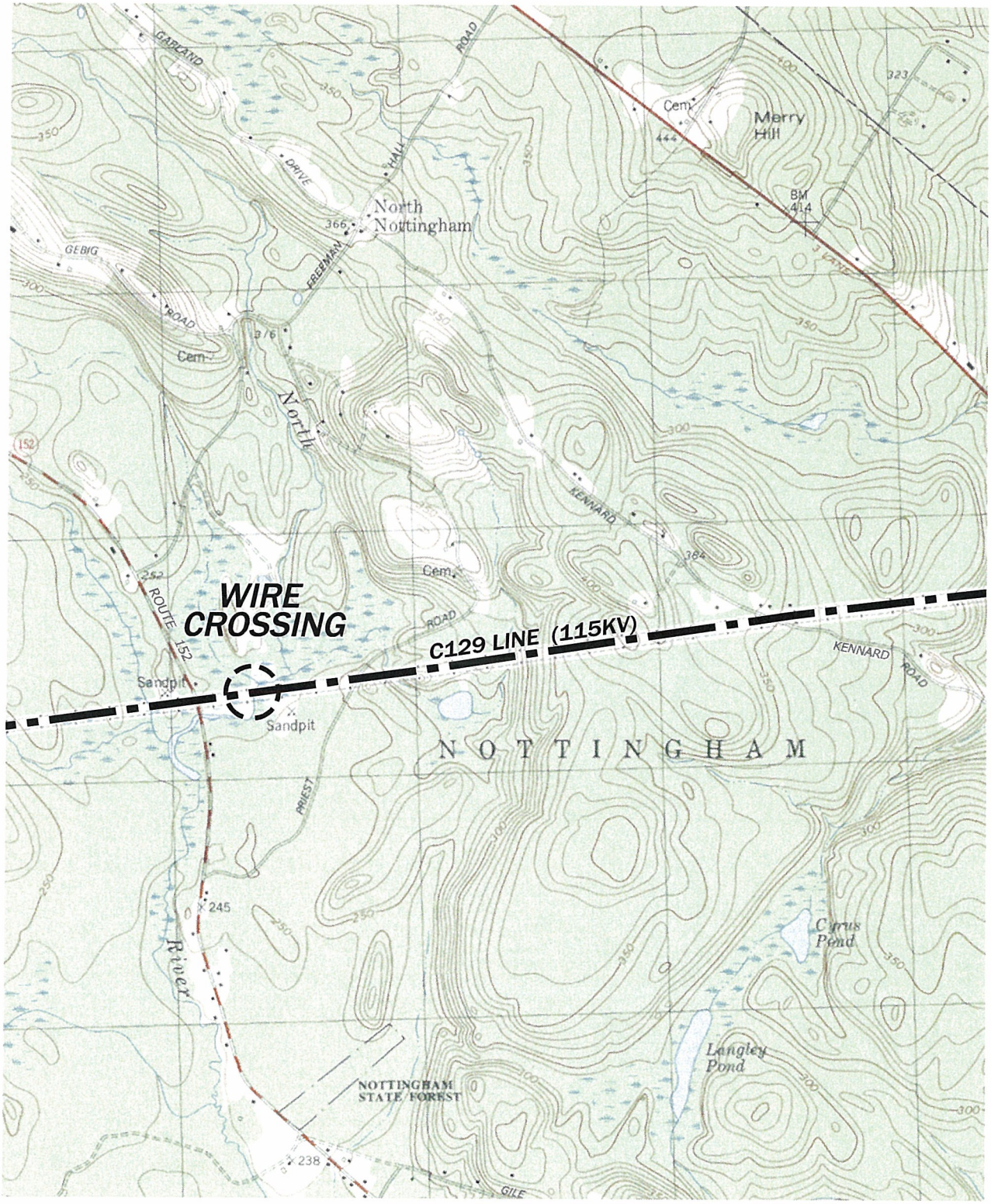


EXHIBIT 3

NO.	REVISION	DATE	DRWN	CHCK	APPR

DRAWN: WNT

DESIGNED: MTM

CHECKED: MTM

APPROVED: X

Public Service of New Hampshire — Transmission Business

LOCATION PLAN
C129 LINE (115 KV)
NORTH RIVER WATER CROSSING
NOTTINGHAM, NEW HAMPSHIRE

SCALE	DATE	SHEET	DRAWING NO.
1"=2000'	2/14/2011	2 OF 2	D-7649-608A

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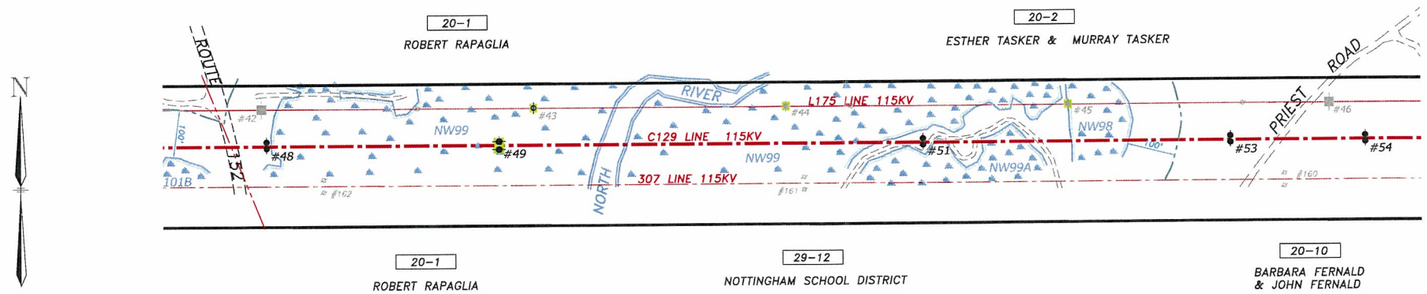
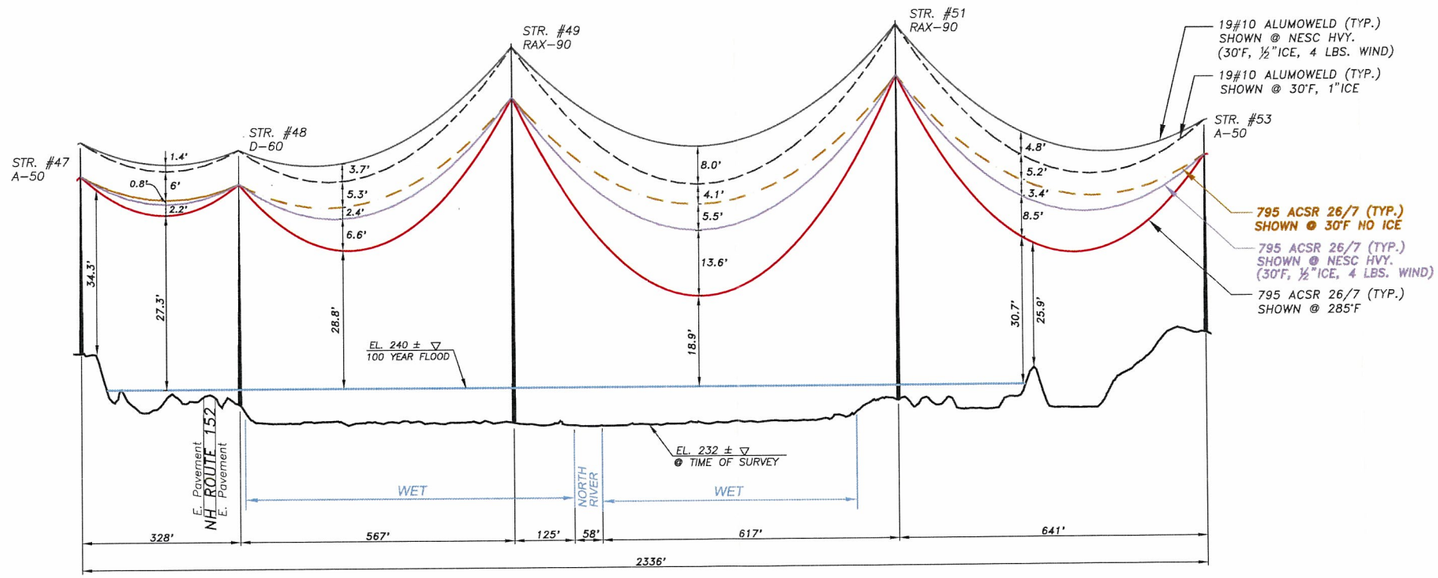


PLAN VIEW

SCALE: 1"=200'



PROFILE

SCALE: 1"=200' HORIZ.
20' VERT.

200 100 0 200 500

GRAPHIC SCALE (Feet)

EXHIBIT 4

NO.	REVISION	DATE	DRWN	CHKD	APPR

Public Service of New Hampshire

Transmission Business

DRAWN: WNT
DESIGNED: MTM
CHECKED: X
APPROVED: X

C129 LINE – 115 KV
BETWEEN STRUCTURES 47 & 53
NORTH RIVER WATER CROSSING
NOTTINGHAM, NEW HAMPSHIRE

SCALE	DATE	SHEET	DRAWING NO.
1"=200'	2/14/2011	1 OF 2	D-7649-608

APPENDIX C

C-129
LITTLE RIVER
NOTTINGHAM, NH

1. The location of this crossing is shown on the attached location map marked as Exhibit 5.

2. The design and proposed construction of this crossing is shown on the attached PSNH Transmission Drawing entitled "C129 LINE (115 KV), BETWEEN STRUCTURES 77 & 79, LITTLE RIVER WATER CROSSING, NOTTINGHAM, NEW HAMPSHIRE" (Drawing No. 7649-609) marked as Exhibit 6.

3. Line C-129 will cross the Little River on a 95' Type DA deadend structure and a 90' Type DA deadend structure with a span of 1000'. A detail drawing of these structures has been provided with the petition as FIGURE 4 and FIGURE 4A. As shown in FIGURE 4 and FIGURE 4A the phase wires have an approximate separation of 14' horizontally. The static wire is carried on the structure above the phase wires approximately 7' 6" vertically and 7' horizontally from the closest phase wire. Both structures are located outside the wetland boundary. A clearance 22.6' to the highest point in the wetland has been provided for any truck traffic operating during frozen or matted conditions since this is the lowest clearance to ground that a truck may encounter. This clearance exceeds the 20.1' requirement of the NESC.

4. Flood water elevations for the Little River were based on information contained in flood insurance rate maps (FIRM) and studies provided by FEMA. The FIRM number for the Little River is 33015C0115E with an effective date of May 17, 2005. The panel number for this FIRM is 0115E. The flood insurance study number for this River is 33015CV001A and 33015CV002A. The 100-year flood elevation for this portion of the River is approximately 187'. No information was available for the 10-year flood elevation for this portion of the River. However, it should be noted that the 100-year elevation, which these lines were designed to safely exceed, would be well above the 10-year flood elevation. The portion of the River at the location of this crossing is not suitable for sail boating as defined by the NESC for the following reasons: To the North of the crossing, the Little River enters a culvert under Route 4 with a top elevation of 197'. To the south of the crossing is a culvert at Kennard Road with an elevation of 178'. Under normal flow conditions the depth of the River is around one foot, and not capable of allowing a sailboat to traverse. During a flood event a sail boat would not be able to pass under either culvert as the FEMA map shows the flood waters passing over the road. In between these road crossings is delineated wetland where there is no access or boat ramps to launch a boat. Due to the two obstructions and lack of access in between, PSNH has concluded that this area of the River is not suitable for sail boating. As stated in paragraph 9 of the petition, the minimum required 115kV conductor clearances for waters unsuitable for sail boating is 18.6'.

5. The sags and clearances to the water surface during a 100-year flood event for this crossing are as follows;

- 19#10 Static wire – Due to the fact that the static wire is located above the phase wires, its clearance to the water surface will always exceed the minimum required NESC distance.

- NESC Heavy Loading - The maximum conductor sag for this weather case will be 34.6' with a clearance to the water surface of 29.0'.

- 285 degrees F – Max operating temperature (Phase wires) based on PSNH transmission standards - The maximum conductor sag for this weather case will be 41.0' with a clearance to the water surface of 22.6'. This condition produces the greatest sag in the phase wires and therefore the minimum clearance to the water surface. This design will exceed the minimum clearance requirement of 18.6' by 4.0' under temporary emergency conditions during a 100-yr storm event.

- Minimum phase to static clearance – Minimum phase to static clearance – Based on Section 235.C.2.a.1 and Table 235-6 section 2.a of the NESC, the minimum clearance required is 57.3", or approximately 4.8' [29" + (120.8 kV-50 kV) x 0.4"]. Due to the fact that the minimum distance the static wire can hang to the closest phase wire is 6'-0", based on FIGURE 3, the C-129 will always meet minimum phase to static clearances in any weather condition.

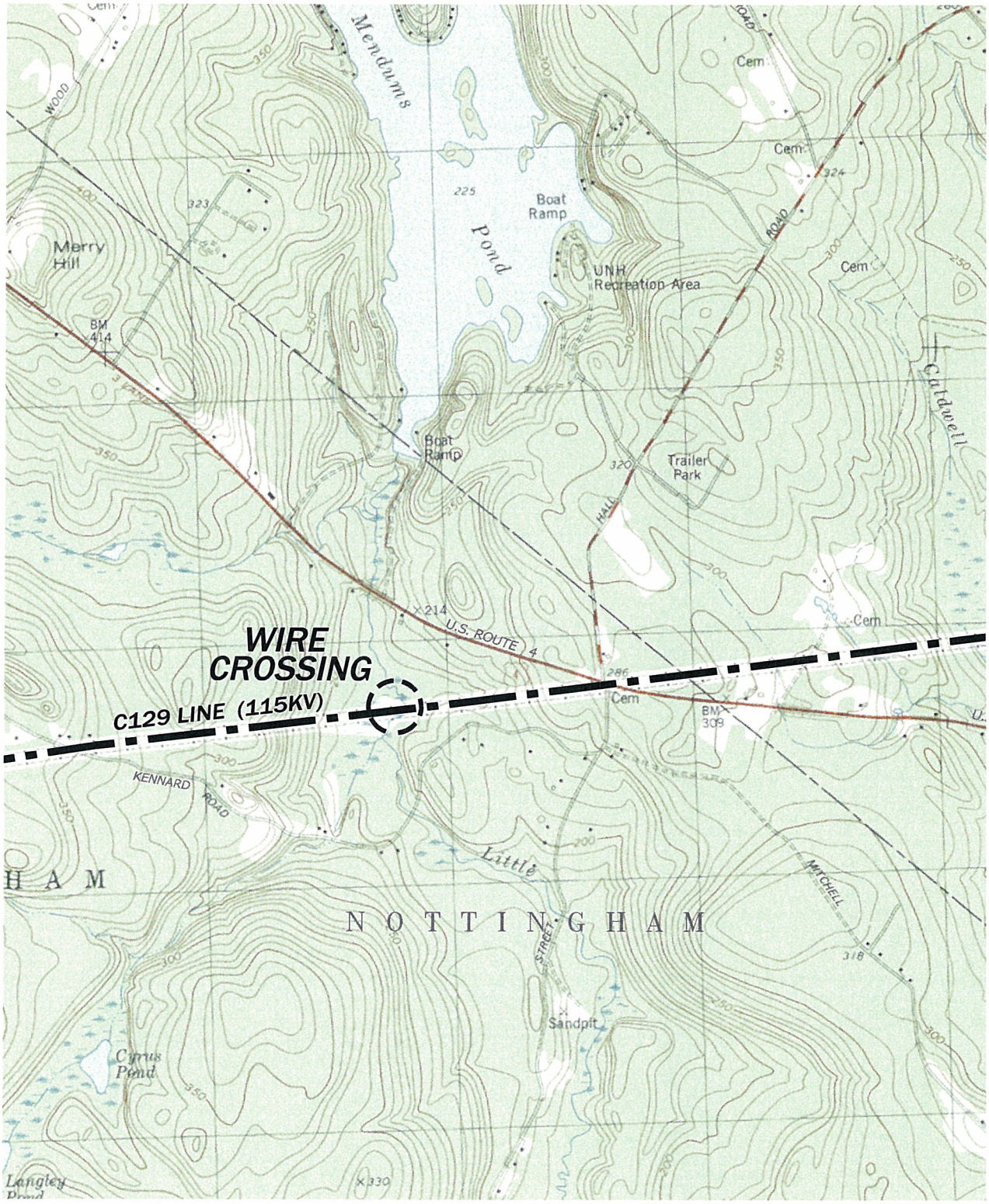


EXHIBIT 5

NO.	REVISION	DATE	DRWN	CHCK	APPR

DRAWN: WNT
DESIGNED: MTM
CHECKED: MTM
APPROVED: X

Public Service of New Hampshire — Transmission Business

LOCATION PLAN
C129 LINE (115 KV)
LITTLE RIVER WATER CROSSING
NOTTINGHAM, NEW HAMPSHIRE

SCALE	DATE	SHEET	DRAWING NO.
1"=2000'	2/14/2011	2 OF 2	D-7649-609A

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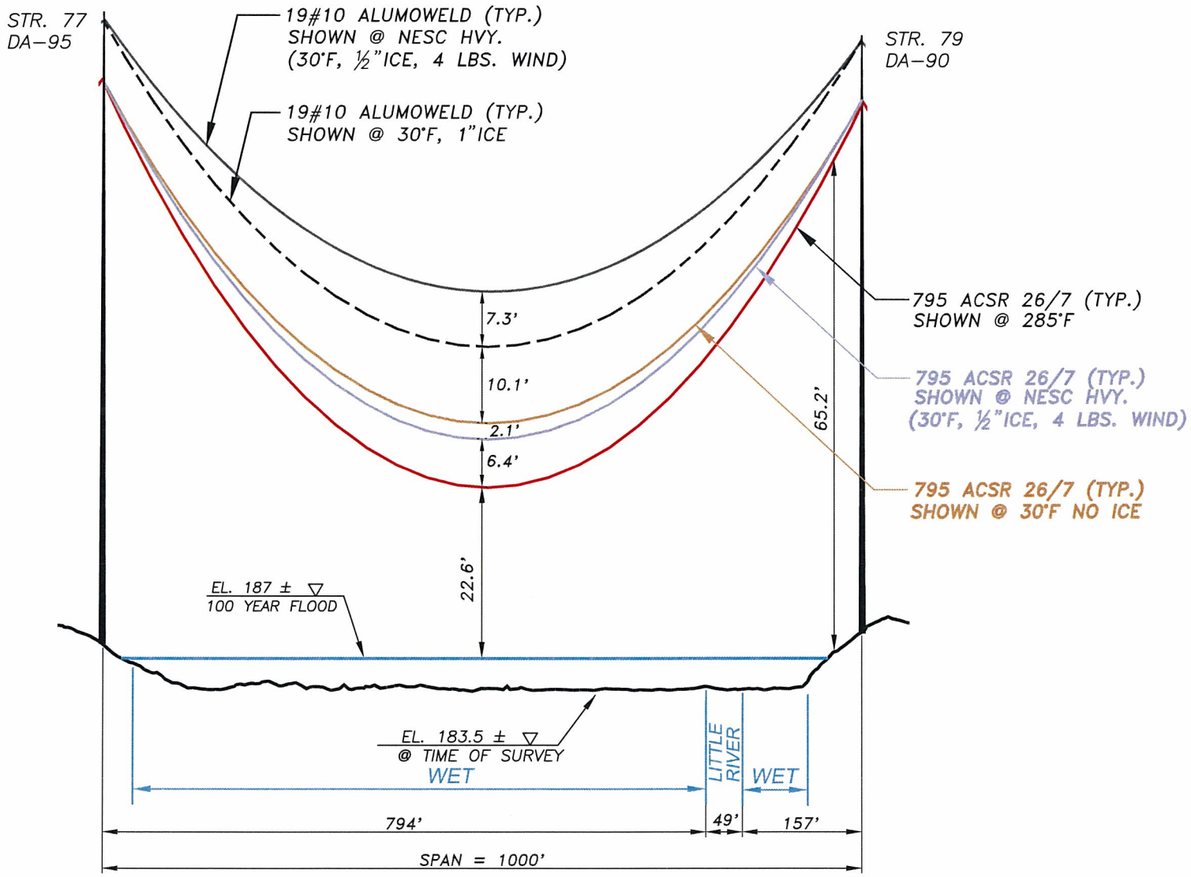
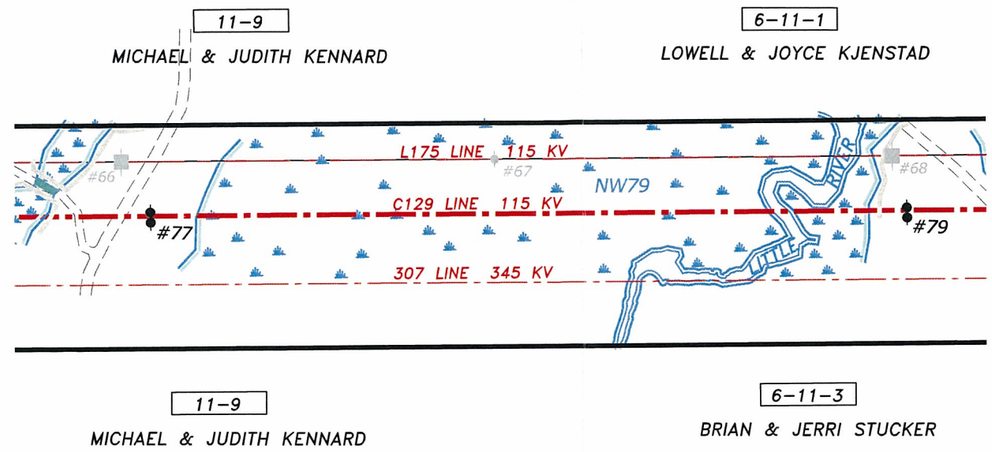


PROFILE

SCALE: 1"=200' HORIZ.
20' VERT.



PLAN VIEW

SCALE: 1"=200'

GRAPHIC SCALE
(Feet)

EXHIBIT 6

NO.	REVISION	DATE	DRWN	CHCK	APPR

Public Service of New Hampshire

Transmission Business

DRAWN	WNT
DESIGNED	MTM
CHECKED	MTM
APPROVED	X

C129 LINE (115 KV)
BETWEEN STRUCTURES 77 & 79
LITTLE RIVER WATER CROSSING
NOTTINGHAM, NEW HAMPSHIRE

SCALE	DATE	SHEET	DRAWING NO.
1"=200'	2/11/2011	1 OF 2	D–7649–609

APPENDIX D
OYSTER RIVER
BARRINGTON, NH

1. The location of this crossing is shown on the attached location map marked as Exhibit 7.

2. The design and proposed construction of this crossing is shown on the attached PSNH Transmission Drawing entitled "C-129 LINE (115 KV), BETWEEN STRUCTURES 104 & 105, OYSTER RIVER WATER CROSSING, BARRINGTON, NEW HAMPSHIRE" (Drawing No. 7649-610) marked as Exhibit 8.

3. Line C-129 will cross the Oyster River on two 50' Type A wooden tangent structures with a span of 505'. A detail drawing of these structures has been provided with the petition as FIGURE 2. As shown in FIGURE 2, the phase wires are spaced 14' horizontally. The static wire is carried on the structure above the phase wires by two support brackets approximately 6'-10" above and 6'-0" horizontally to the closest phase wire.

4. Flood water elevations for the Oyster River were based on information contained in flood insurance rate maps provided by FEMA. The FIRM number for the Oyster River is 33017C0295D with an effective date of May 17, 2005. The panel number for this FIRM is 0295D. The flood insurance study number for this River is 33017CV00A. According to FEMA this section of the River is not expected to leave its channel, an approximate elevation of 191' for the 100 year flood. No information was available for the 10-year flood elevation for this portion of the River. However, it should be noted that the design elevation (100-year flood elevation), would be well above the 10-year flood elevation. The area of the crossing, as required by the NESC (Table 232-1.7, Note 19), is approximately 26.7 acres. This is based on the total area of the River for a 1-mile stretch in either direction of the crossing (33' x 5,280')/43,560 sf/ac = 4.00 ac). As stated in paragraph 9 of the petition, the minimum required 115 kV conductor clearances for water surface areas less than 20 acres is 22.1'.

5. The sags and clearances to the water surface during a 100-year flood event for this crossing are as follows;

- 19#10 static wire – Due to the fact that the static wire is located above the phase wires, its clearance to the water surface will always exceed the minimum required NESC distance.

- NESC Heavy Loading - The maximum conductor sag for this weather case will be 10.0' with a clearance to the water surface of 27.4'

- 285 degrees F – Max operating temperature (Phase wires) based on PSNH transmission standards - The maximum conductor sag for this

weather case will be 15.5' with a clearance to the water surface of 22.4'. This condition produces the greatest sag in the phase wires and therefore the minimum clearance to the water surface. This design will exceed the minimum clearance requirement of 22.1' by 0.3' under temporary emergency conditions during a 100-yr design storm event.

- Minimum phase to static clearance – Minimum phase to static clearance – Based on Section 235.C.2.a.1 and Table 235-6 section 2.a of the NESC, the minimum clearance required is 57.3", or approximately 4.8' [29" + (120.8 kV-50 kV) x 0.4"]. Due to the fact that the minimum distance the static wire can hang to the closest phase wire is 6'-0", based on FIGURE 3, the C-129 will always meet minimum phase to static clearances in any weather condition.

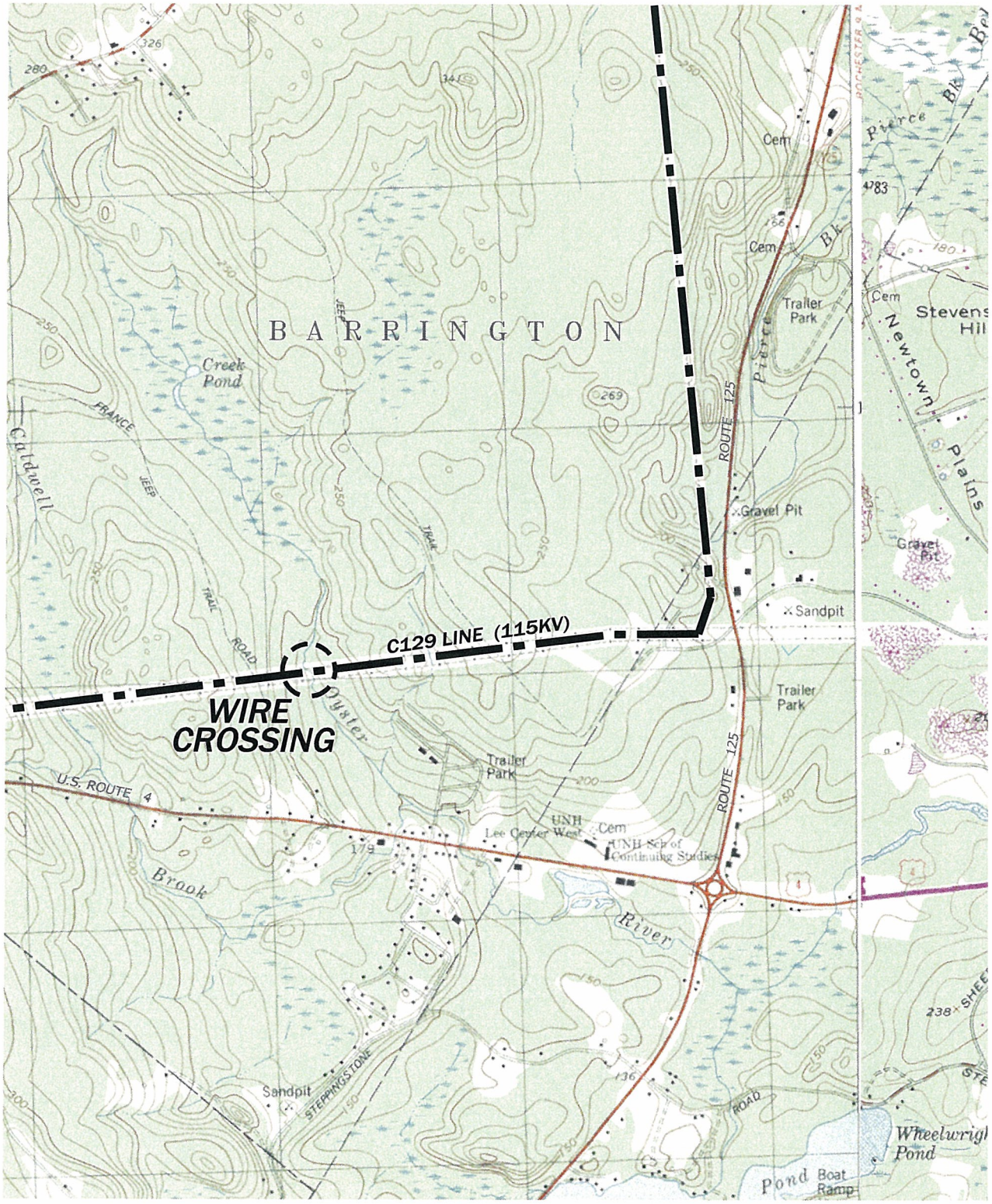


EXHIBIT 7

NO.	REVISION	DATE	DRWN	CHCK	APPR

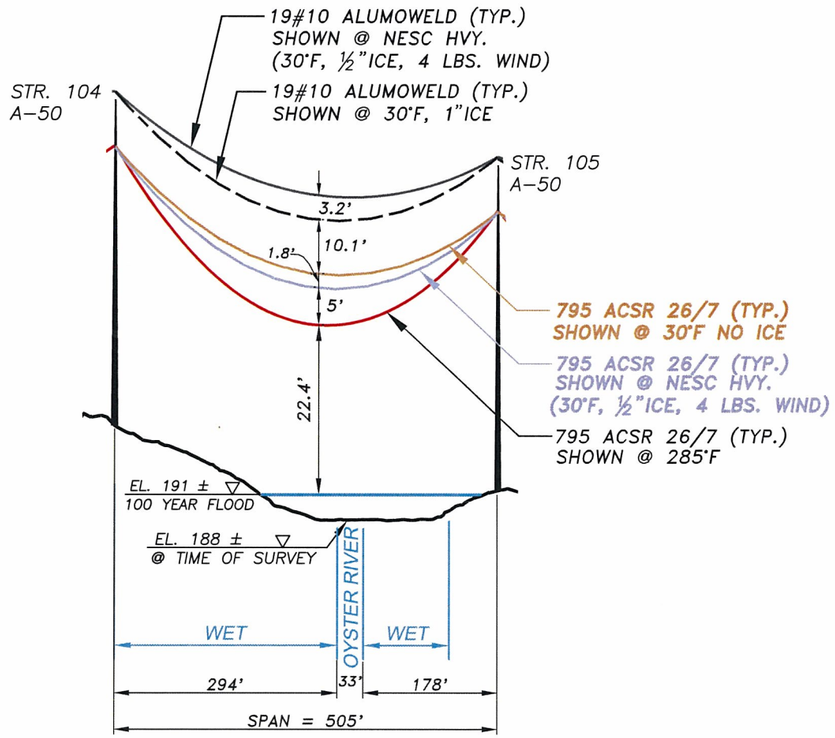
DRAWN: WNT
DESIGNED: MTM
CHECKED: MTM
APPROVED: JRS

Public Service of New Hampshire — Transmission Business

LOCATION PLAN
C129 LINE (115 KV)
OYSTER RIVER WATER CROSSING
BARRINGTON, NEW HAMPSHIRE

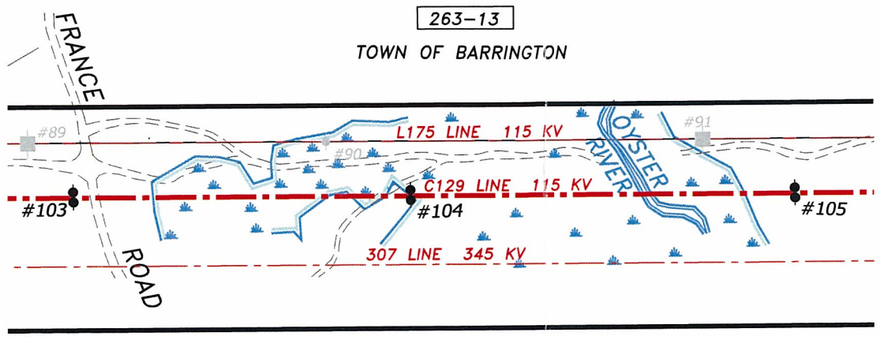
SCALE	DATE	SHEET	DRAWING NO.
1"=2000'	2/14/2011	2 OF 2	D-7649-610A

THIS PLAN IS FOR REFERENCE ONLY.
NO REPRESENTATION OR WARRANTY IS MADE AS TO LOCATION OF BOUNDARIES OR OTHER POINTS OF REFERENCE



PROFILE

SCALE: 1"=200' HORIZ.
20' VERT.



263–13
TOWN OF BARRINGTON

PLAN VIEW

SCALE: 1"=200'

N

200 100 0 200 500

GRAPHIC SCALE
(Feet)

EXHIBIT 8

NO.	REVISION	DATE	DRWN	CHCK	APPR

Public Service of New Hampshire | Transmission Business

DRAWN	WNT
DESIGNED	MTM
CHECKED	MTM
APPROVED	X

C129 LINE (115 KV)
BETWEEN STRUCTURES 104 & 105
OYSTER RIVER WATER CROSSING
BARRINGTON, NEW HAMPSHIRE

SCALE	DATE	SHEET	DRAWING NO.
1"=200'	2/11/2011	1 OF 2	D–7649–610

APPENDIX E
C-129
BELLAMY RIVER
BARRINGTON, NH

1. The location of this crossing is shown on the attached location map marked as Exhibit 9.

2. The design and proposed construction of this crossing is shown on the attached PSNH Transmission Drawing entitled "C129 LINE (115 KV), BETWEEN STRUCTURES 148 & 149, BELLAMY RIVER WATER CROSSING BARRINGTON, NEW HAMPSHIRE" (Drawing No. 7649-611) marked as Exhibit 10.

3. Line C-129 will cross the Bellamy River on 50' Type A, H-Frames (without a bayonet bracket), with a span of 481'. A detail drawing of these structures has been provided with the petition as FIGURE 5. As shown in FIGURE 5, the phase wires are spaced 14' horizontally. The static wire is carried on the structure above the phase wires by two support bayonets approximately 5'-6" vertically and 7'-0" horizontally to the closest phase wire.

4. Flood water elevations for the Bellamy River were based on information contained in flood insurance rate maps (FIRM) and studies provided by FEMA. The FIRM number for the Bellamy River is 33017C0285D with an effective date of May 17, 2005. The panel number for this FIRM is 0285D. The Flood Insurance Study number for this River is FIS33017CV000A. Based on this FEMA Flood Insurance study and FIRM map, PSNH concluded that the 10-year flood elevation is approximately 4' above the elevation at the stream bed. Also from the flood insurance study, it was determined that the Bellamy River has an average water depth of around a foot. Subtracting the difference between the 10-year flood elevation above the stream bed and the average water depth, PSNH concluded that the 10-year flood elevation for this portion of the River is at 214'. The area of the crossing, as required by the NESC (Table 232-1.7, Note 19), is approximately 12.1 acres. This is based on the total area of the River for a 1-mile stretch in either direction of the crossing (100' x 5,280')/43,560 sf/ac = 12.12). As stated in paragraph 9 of the petition, the minimum required 115 kV conductor clearances for water surface area less than 20 acres is 22.1'.

5. The sags and clearances to the water surface during a 10-year flood event for this crossing are as follows;

- 7#8 Static wire – Due to the fact that the static wire is located above the phase wires, its clearance to the water surface will always exceed the minimum required NESC distance.

- NESC Heavy Loading - The maximum conductor sag for this weather case will be approximately 11.0' with a clearance to the water surface of 40.2'.

- 285 degrees F – Max operating temperature (Phase wires) based on PSNH transmission standards - The maximum conductor sag for this weather case will be approximately 14' with a clearance to the water surface of 30.4'. This condition produces the greatest sag in the phase wires and therefore the minimum clearance to the water surface. This design will exceed the minimum clearance requirement of 22.1' by 8.3' under temporary emergency conditions during a 10-yr storm event.

- Minimum phase to static clearance – Based on Section 235.C.2.a.1 and Table 235-6 section 2.a of the NESC, the minimum clearance required is 57.3", or approximately 4.8' [29" + (120.8 kV-50 kV) x 0.4"]. Due to the fact that the minimum distance the static wire can hang to the closest phase wire is 7'-0", based on FIGURE 5, the C-129 will always meet minimum phase to static clearances in any weather condition.

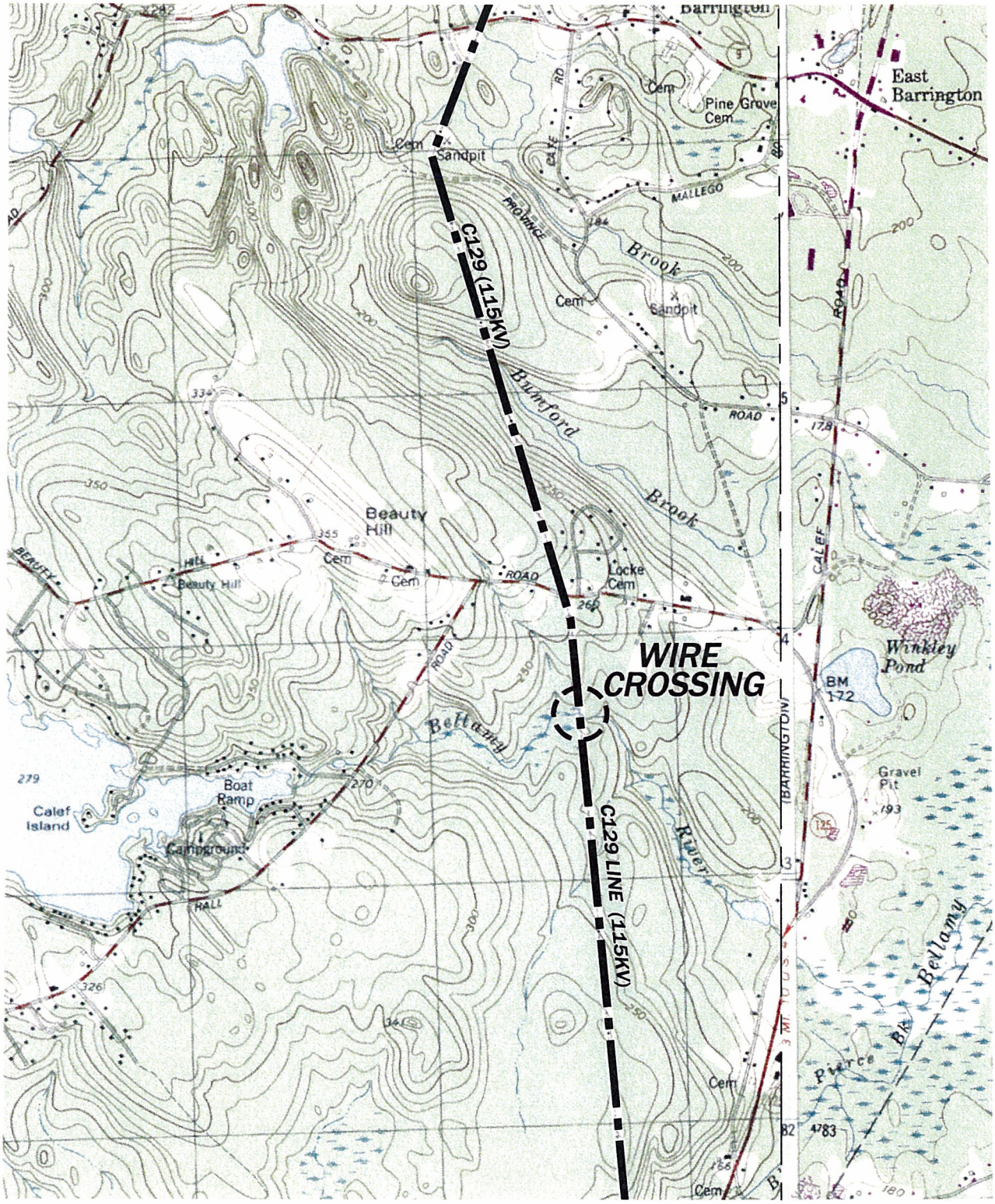


EXHIBIT 9

NO.	REVISION	DATE	DRWN	CHCK	APPR

DRAWN: WNT

DESIGNED: MTM

CHECKED: MTM

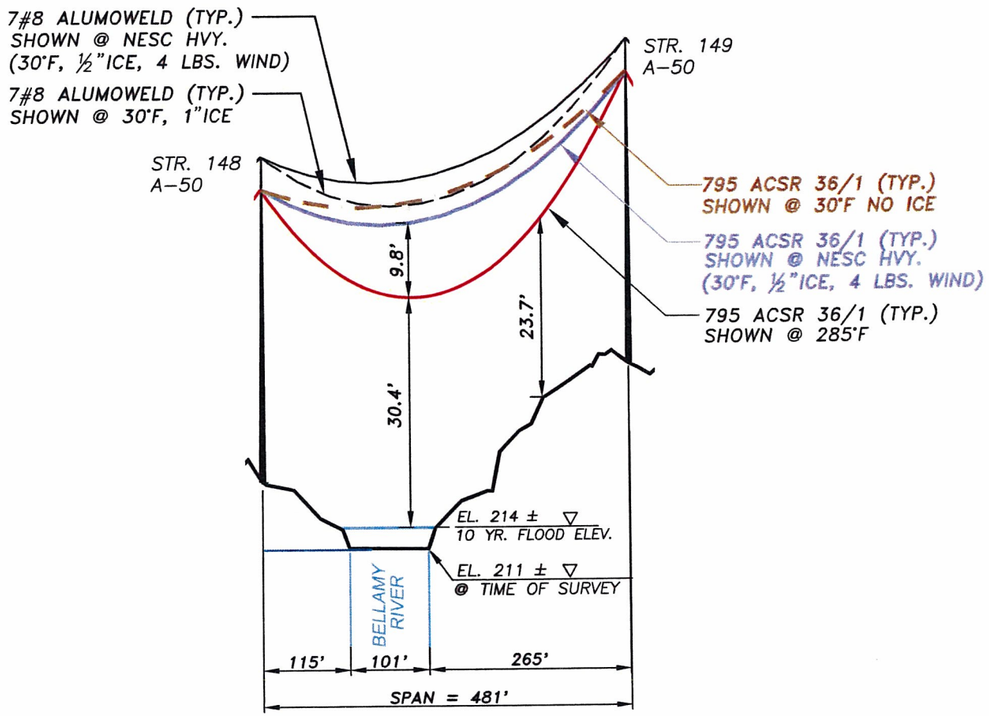
APPROVED: DSD

Public Service of New Hampshire — Transmission Business

LOCATION PLAN
C129 LINE (115 KV)
BELLAMY RIVER WATER CROSSING
BARRINGTON, NEW HAMPSHIRE

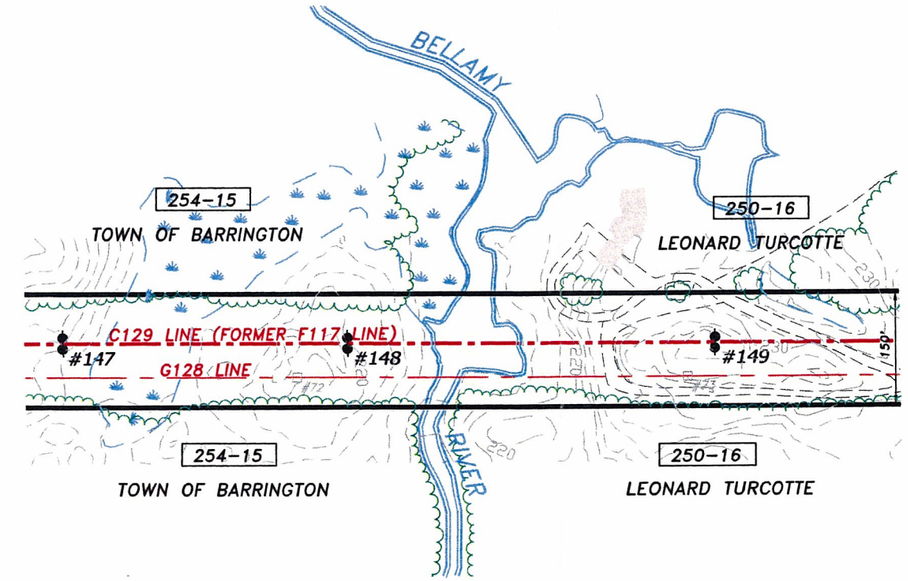
SCALE	DATE	SHEET	DRAWING NO.
1"=2000'	3/22/2011	2 OF 2	D-7649-611A

THIS PLAN IS FOR REFERENCE ONLY. NO REPRESENTATION OR WARRANTY IS MADE AS TO LOCATION OF BOUNDARIES OR OTHER POINTS OF REFERENCE



PROFILE

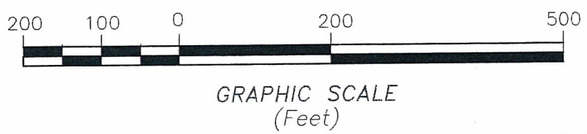
SCALE: 1"=200' HORIZ.
20' VERT.



PLAN VIEW

SCALE: 1"=200'

EXHIBIT 10



NO.	REVISION	DATE	DRWN	CHCK	APPR

Public Service of New Hampshire

Transmission Business

DRAWN	WNT
DESIGNED	MTM
CHECKED	MTM
APPROVED	DSD

C129 LINE (115 KV)
BETWEEN STRUCTURES 148 & 149
BELLAMY RIVER WATER CROSSING
BARRINGTON, NEW HAMPSHIRE

SCALE	DATE	SHEET	DRAWING NO.
1"=200'	2/11/2011	1 of 2	D–7649–611

APPENDIX F

C-129
ISINGLASS RIVER
ROCHESTER, NH

1. The location of this crossing is shown on the attached location map marked as Exhibit 11.

2. The design and proposed construction of this crossing is shown on the attached PSNH Transmission Drawing entitled "C129 LINE (115 KV), BETWEEN STRUCTURES 208 & 211, ISINGLASS RIVER WATER CROSSING, ROCHESTER, NEW HAMPSHIRE" (Drawing No. 7649-612) marked as Exhibit 12.

3. Line C-129 will cross the Isinglass River twice. One span consists of a 50' Type A tangent structure (without a bayonet bracket) and a 55' Type A tangent structure (without a bayonet bracket) with a span length of 440', and the other span consists of a 55' Type A tangent structure (without a bayonet bracket) and a 50' Type A tangent structure (without a bayonet bracket) with a span length of 602'. A detail drawing of these structures has been provided with the petition as FIGURE 5. As shown in FIGURE 5, the phase wires are spaced 14' horizontally. The static wire is carried on the structure above the phase wires by two support bayonets approximately 5'-6" vertically and 7'-0" horizontally to the closest phase wire. A clearance of 23.1' to the highest point in the wetland during normal conditions has been provided for any truck traffic operating during frozen or matted conditions since this is the lowest clearance to ground that a truck may encounter. This clearance exceeds the 20.1' requirement of the NESC.

4. Flood water elevations for the Isinglass River were based on information contained in flood insurance rate maps (FIRM) and studies provided by FEMA. The FIRM number for the Isinglass River is 33017C0213D with an effective date of May 17, 2005. The panel number for this FIRM is 0213D. Information from FEMA regarding the 10-year flood elevation for this portion of the River is not available. Utilizing flood-plain overlays for the 100-year flood event provided by FIRM panel 0213D, it was determined that the 100-year flood elevation for this portion of the River is at 160', which is 4 feet above the normal surface water elevation of 156'. It should be noted that the 100-year elevation, which these lines were designed to safely exceed, would be well above the 10-year flood elevation. The portion of the River at the location of this crossing is not suitable for sail boating as defined by the NESC for the following reasons: Approximately 0.6 miles to the southeast of the crossing, the Isinglass River flows under a small bridge along Route 125 in Rochester, NH. Approximately 1 mile to the southwest of the crossing is another small bridge along Green Hill Road in Rochester, NH. During both a normal and flood event a sail boat would not be able to pass under either bridge as the water would be close to the bottom of the bridge. In between these road crossings there is no access or boat ramps to launch a boat. Due to the two obstructions, lack of access in between, and several other obstructions within the River itself, PSNH has

concluded that this area of the River is not suitable for sail boating. As stated in paragraph 9 of the petition, the minimum required 115kV conductor clearance for waters unsuitable for sail boating is 18.6'.

5. The sags and clearances to the water surface during a 100-year flood event for this crossing are as follows;

- 7#8 Static wire – Due to the fact that the static wire is located above the phase wires, its clearance to the water surface will always exceed the minimum required NESC distance.

- NESC Heavy Loading - The maximum conductor sag for this weather case will be approximately 16.0' with a clearance to the water surface of 34.8'.

- 285 degrees F – Max operating temperature (Phase wires) based on PSNH transmission standards - The maximum conductor sag for this weather case will be 31.7' with a clearance to the water surface of 19.1'. This condition produces the greatest sag in the phase wires and therefore the minimum clearance to the water surface. This design will exceed the minimum clearance requirement of 18.6' by 0.5' under temporary emergency conditions during a 100-yr storm event.

- Minimum phase to static clearance – Minimum phase to static clearance – Based on Section 235.C.2.a.1 and Table 235-6 section 2.a of the NESC, the minimum clearance required is 57.3", or approximately 4.8' [29" + (120.8 kV-50 kV) x 0.4"]. Due to the fact that the minimum distance the static wire can hang to the closest phase wire is 7'-0", based on FIGURE 5, the C-129 will always meet minimum phase to static clearances in any weather condition.

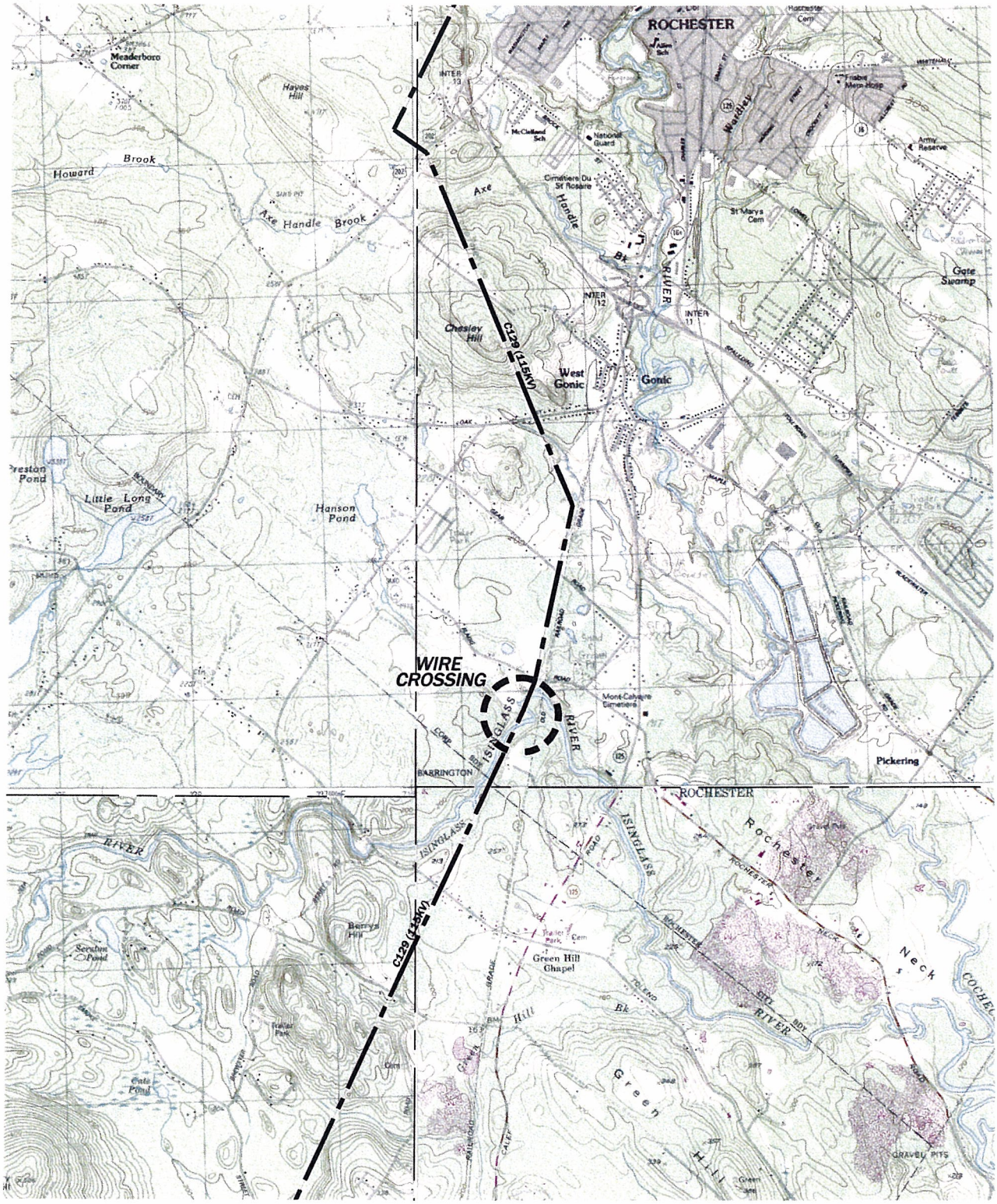


EXHIBIT 11

NO.	REVISION	DATE	DRWN	CHCK	APPR

DRAWN: WNT

DESIGNED: MTM

CHECKED: MTM

APPROVED: DSD

Public Service of New Hampshire — Transmission Business

LOCATION PLAN

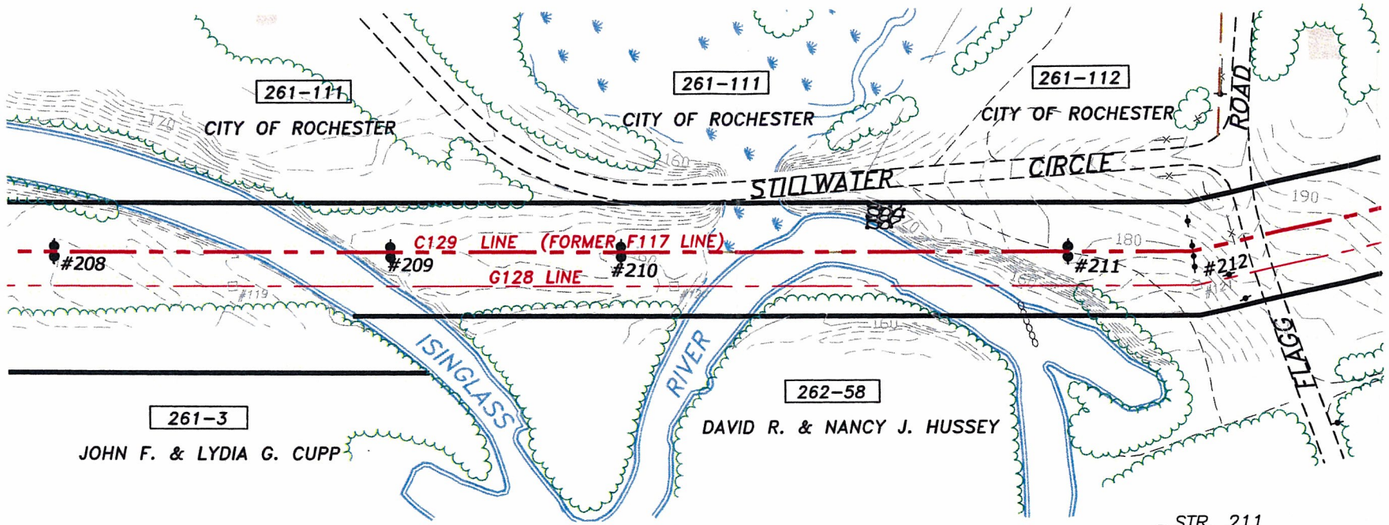
C129 LINE (115 KV)

ISINGLASS RIVER WATER CROSSING

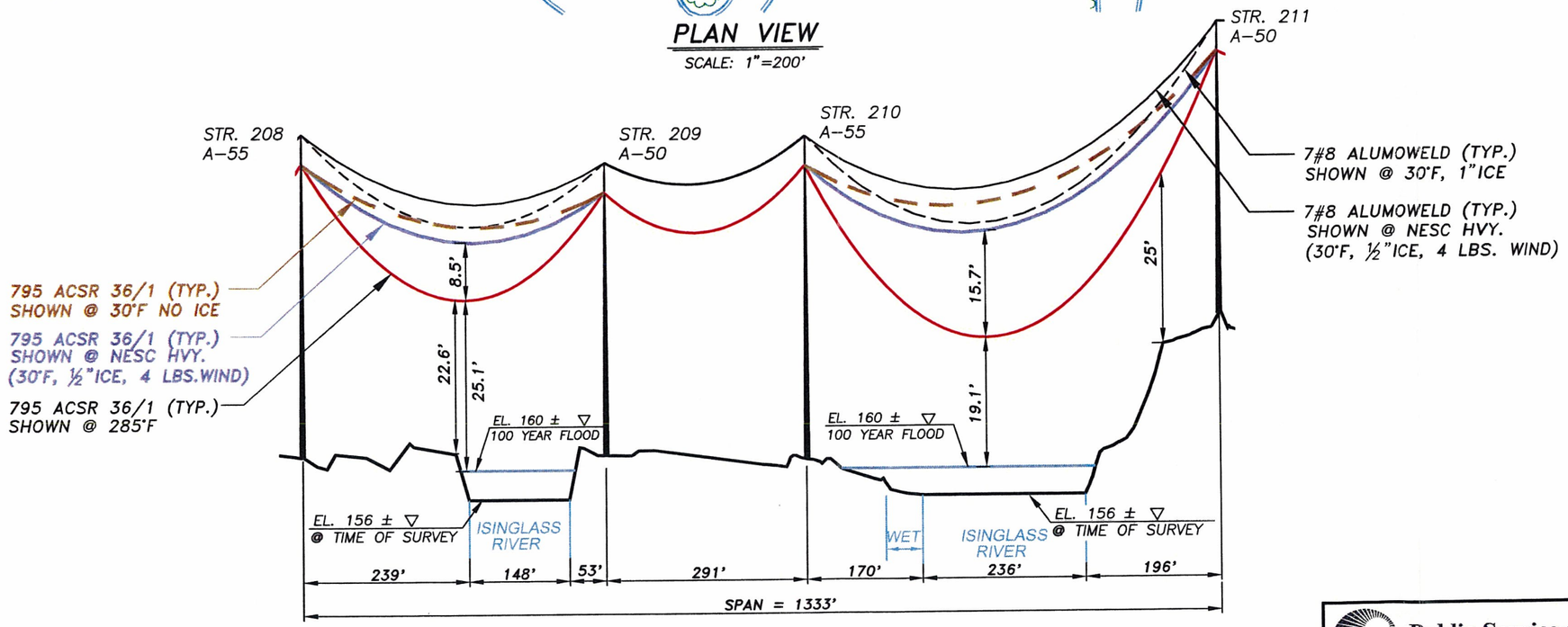
ROCHESTER, NEW HAMPSHIRE

SCALE	DATE	SHEET	DRAWING NO.
1"=2000'	3/22/2011	2 OF 2	D-7649-612A

THIS PLAN IS FOR REFERENCE ONLY. NO REPRESENTATION OR WARRANTY IS MADE AS TO LOCATION OF BOUNDARIES OR OTHER POINTS OF REFERENCE



PLAN VIEW
SCALE: 1"=200'



PROFILE
SCALE: 1"=200' HORIZ.
20' VERT.

200 100 0 200 500

GRAPHIC SCALE
(Feet)

EXHIBIT 12

NO.	REVISION	DATE	DRWN	CHCK	APPR

Public Service of New Hampshire | Transmission Business

DRAWN	WNT
DESIGNED	MTM
CHECKED	MTM
APPROVED	DSD

C129 LINE (115 KV)
BETWEEN STRUCTURES 208 & 211
ISINGLASS RIVER WATER CROSSING
ROCHESTER, NEW HAMPSHIRE

SCALE	DATE	SHEET	DRAWING NO.
1"=200'	2/11/2011	1 OF 2	D-7649-612